

















United States Department of the Interior  
National Park Service

National Register of Historic Places  
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- 1
  - 1) Los Robles Gate, Intersection of Thomasville and Meridian Roads
  - 2) Tallahassee, Leon County, Florida
  - 3) Vivian Young
  - 4) July 1989
  - 5) Bureau of Historic Preservation, R.A. Gray Building, 500 S. Bronough Street, Tallahassee, Florida
  - 6) Main (South) elevation, camera facing north
  - 7) 1 of 10

Items 1-5 are the same for photographs 2-8.
- 2
  - 6) Detail of central arch, main elevation, camera facing northwest
  - 7) 2 of 10
- 3
  - 6) West end of main elevation, camera facing northwest
  - 7) 3 of 10
- 4
  - 6) East end of main elevation, camera facing northeast
  - 7) 4 of 10
- 5
  - 6) Rear (North) elevation, camera facing south
  - 7) 5 of 10
- 6
  - 6) East end of rear elevation, camera facing southeast
  - 7) 6 of 10
- 7
  - 6) West end of rear elevation, camera facing south
  - 7) 7 of 10
- 8
  - 6) Detail of low, curving wall, west of rear elevation, camera facing southwest
  - 7) 8 of 10

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Photographs

2

Los Robles Gate

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- 9     1) Los Robles Gate, intersection of Thomasville and  
            Meridian Roads  
            2) Tallahassee, Leon County, Florida  
            3) Manuel A. Colao  
            4) 1986  
            5) Bureau of Historic Preservation, R.A. Gray  
               Building, Tallahassee, Florida  
            6) Main elevation, showing hurricane damage, camera  
               facing north  
            7) 9 of 10
- 10    1) Los Robles Gate, intersection of Thomasville and  
            Meridian Roads  
            2) Tallahassee, Leon County, Florida  
            3) Unknown  
            4) c1952  
            5) Florida Photographic Collection, Florida State  
               Archives, R.A. Gray Bldg., Tallahassee, Florida  
            6) Main elevation, camera facing northeast  
            7) 10 of 10

United States Department of the Interior  
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Registration Form

NR listed 9/21/89

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

## 1. Name of Property

historic name Los Robles Gateother names/site number 8Le715

## 2. Location

street & number Intersection of Thomasville & Meridian Roads n/a ☐ not for publication  
city, town Tallahassee n/a ☐ vicinity  
state Florida code FL county Leon code 073 zip code 32301

## 3. Classification

## Ownership of Property

- ☐ private  
☒ public-local  
☐ public-State  
☐ public-Federal

## Category of Property

- ☐ building(s)  
☐ district  
☐ site  
☒ structure  
☐ object

## Number of Resources within Property

Contributing	Noncontributing
_____	_____ buildings
_____	_____ sites
<u>1</u>	_____ structures
_____	_____ objects
<u>1</u>	<u>0</u> Total

Name of related multiple property listing:

n/aNumber of contributing resources previously  
listed in the National Register 0

## 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the  
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.  
In my opinion the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Florida State Historic Preservation Officer

State or Federal agency and bureau

Date

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

## 5. National Park Service Certification

I, hereby, certify that this property is:

- ☐ entered in the National Register.  
☐ See continuation sheet.  
☐ determined eligible for the National  
Register. ☐ See continuation sheet.  
☐ determined not eligible for the  
National Register.  
☐ removed from the National Register.  
☐ other, (explain:)

Signature of the Keeper

Date of Action

2

**6. Function or Use**

Historic Functions (enter categories from instructions)

Landscape/street furniture

Current Functions (enter categories from instructions)

Landscape/street furniture**7. Description**

Architectural Classification

(enter categories from instructions)

Spanish Colonial Revival/Mediterranean  
Revival

Materials (enter categories from instructions)

foundation Concretewalls Stuccoroof Terra Cottaother Metal: IronConcrete

Describe present and historic physical appearance.

PLEASE SEE ATTACHED CONTINUATION SHEETS

☒ See continuation sheet

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Continuation SheetSection number 7 Page 1 Los Robles GateSummary:

The Los Robles Gate is located at the intersection of Meridian and Thomasville Roads in Tallahassee, Leon County, Florida. It is a free-standing, arched entrance way, built in the Mediterranean Revival architectural style, and was the first structure built in the Los Robles subdivision, which was originally platted and promoted in 1926. It spans Fernando Drive, one of the main streets of the subdivision.

Original Setting:

When first constructed in 1926, the Los Robles Gate was immediately outside Tallahassee's northern city limits, and occupied the southern tip of the thirty-seven acre subdivision. At that time the area was primarily farm and pasture land, interspersed with large oak trees. Los Robles was bounded by Meridian Road on the northwest and Thomasville Road on the southwest. The two roads converged just south of the gate.

Present Setting:

Los Robles is now well within the Tallahassee city limits, and Meridian and Thomasville Roads are major corridors to the northern areas of the city and county. The Los Robles Subdivision is a mature, fully developed, residential neighborhood. Despite the growth around it, the gate retains its distinctive character as a landmark in the midst of a busy intersection. It is still immediately surrounded with open space, landscaped with large oak trees, palmettos, shrubbery, and flowers.

Present Appearance:

The Los Robles Gate is 104 feet wide, with a 33 foot central, elliptical arch which spans Fernando Drive, giving it a north-south orientation. Its Mediterranean Revival style features include: asymmetrical massing, irregular roof lines, barrel mission tile, stucco finishes, arched windows with wrought iron grilles, and segmental arch openings. The gate is almost devoid of decoration except for the grille work. There is 3/4 round molding around the arched openings, and the windows have plain, concrete sills.

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Both ends of the flat top of the central arch slope down slightly to two-story, side gabled towers of different heights and masses (Photo 1). The west tower rises slightly above the central arch, and has tile roofed buttresses on its north and south elevations (Photo 2). The tower's front (south) elevation has two windows: a round arch window with a recessed wrought iron grille at the first level; and a smaller round arch window, with a convex wrought iron grille, at the second level. A curvilinear, sloping wall extends further to the west. This extension is pierced by an eight foot high, seven foot wide segmental arch, and has a round arched window with a recessed wrought iron grille (Photo 3).

The east end has a smaller, side gabled tower. A long slope goes down to a one-story wall with a side gabled roof, pierced by a segmental arch similar to the one in the west end (Photo 4). The east end terminates with a short, front gabled tower. It has a round arch window with recessed grille at the first story, and a smaller round arch window, with exterior convex wrought iron grille, at the upper level. The rear elevation mirrors the front with the exception of a small sloping wall which curves out from each end (Photos 5-8). There are no windows on the rear elevation.

Alterations:

At one time there was a small room in the west tower. It was accessed by a door on the east interior wall of the arch at the west end of the gate. It was enclosed, as was a small opening in the east end of the rear elevation (dates unknown).

The gate suffered some damage from Hurricane Kate in 1985, when a tree fell on it. The central arch was damaged and the original escutcheon with the Los Robles seal was dislodged and broken. Deterioration and vandalism further damaged the structure (Photo 9). The City of Tallahassee restored the gate in 1989, and the area around it is maintained by the Los Robles Neighborhood Association. A replica of the original seal will be affixed to the main elevation (Photo 10).

## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Community Planning & Development

Architecture

Period of Significance

1926-1939

Significant Dates

1926

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

Armes, George Kerr/Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

PLEASE SEE ATTACHED CONTINUATION SHEETS

☒ See continuation sheet

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Continuation SheetSection number 8 Page 1 Los Robles GateSummary:

The Los Robles Gate is locally significant under Criterion A in the area of Community Planning and Development for its association with the Los Robles neighborhood. Constructed in 1926, it provided a dramatic entrance to one of Tallahassee's first subdivisions planned around a theme. It is significant under Criterion C as one of only three remaining 1920s subdivision gates identified in North Florida, and as one of the comparatively few examples of Mediterranean Revival style architecture in Tallahassee from that period.

Contexts for Criterion A:

## TALLAHASSEE AND LEON COUNTY

Tallahassee was created in 1824 to be the capital of the Territory of Florida which had been established in 1821. It was centrally located in the northern part of Florida, the most heavily populated part of the territory. It remained the capital when Florida became a state in 1845, and also served as the Leon County seat of government.

The West Florida Seminary and the Florida State Normal and Industrial School for Negro Youth were established there in 1857 and 1887, respectively. Tallahassee really became known as a college town, however, with the establishment of these schools as the Florida Agricultural and Mechanical College (now Florida A & M University) and the Florida State College for Women (now Florida State University) in the early 1900s. With the growth of the colleges and the expansion of Florida's government at the turn of the century, Tallahassee's agricultural economic base began to shift toward one based on education and government.

In the 1920s, Florida's population grew from 968,470 to 1,468,211, an increase of 52%. During this same period, Leon County's population grew from 18,059 to 23,476, a 30% increase, and Tallahassee's increased by almost 90%, from 5,638 to 10,700. This increase in Tallahassee's population was largely due to the growth of the state government. The state capitol had been enlarged in 1902, and again in 1923, reflecting the expansion of the number of state employees. Furthermore, both the Florida State College for Women and

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the Florida Agricultural and Mechanical College experienced tremendous growth during this period, also generating new jobs.

During the 1920s Tallahassee nearly doubled its physical size by annexing subdivisions outside its original boundaries. The city increased in size by 80% in 1927 when it annexed 1.85 square miles. Between 1925 and 1930, building permit applications averaged 250 per year; in 1926 alone, at least 200 dwellings were built and occupied, at an average cost of \$3500 each. Twenty-three subdivisions were platted and opened for building from 1922 to 1928.

## FLORIDA LAND BOOM

The onset of the First World War in Europe forced wealthy Americans to curtail their overseas travel and look to domestic lands for travel and vacation destinations. Florida's tourist trade prospered as many who would have traveled to Europe headed to Florida for summer vacations and to establish winter residences.

After the War, reports of large profits in real estate brought thousands of speculators to Florida. Huge tracts of land were bought and sold overnight at enormous profits. The state was soon inundated with speculators and winter residents, most of whom went to South Florida. Between 1920 and 1925, the population of Florida increased four times faster than any other state in the nation.

The Boom is usually associated with South Florida and the development of such planned communities as Coral Gables, Boca Raton, and Opa-Locka. North Floridians, however, were not immune to the development fever, and desired to see the same sort of real estate boom in their region of the state. In the mid-1920s, they began to take steps toward this end.

In 1925 the Tallahassee Real Estate Board was created to provide information, promote the development of Northwest Florida, act as a liaison with the state government, and insure against questionable real estate transactions such as those which had already badly tarnished the state's reputation. In anticipation of a great rush of development, it established a West Florida multiple listing which was

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maintained by Mackintosh & Dawe, a Tallahassee real estate firm.

North Floridians tried to attract their own share of northern investors. Their efforts were spurred by the promotion of the Dixie Highway, which went from the Midwest to South Florida. In October 1925, the National Highways Association sponsored a National Motorcade to promote good roads and motor travel in the South. The motorcade ran from Chicago to Miami, by way of the Mississippi Gulf Coast and West Florida. Three divisions of the motorcade passed through Tallahassee in late October. The strategy worked, for the city began to receive many inquiries from tourists and prospective businessmen, and the number of new realty companies in Tallahassee quickly multiplied.

By November 1925, Tallahassee newspaper headlines read, "This City Growing As Never Before." So rapid was the growth that there was a housing shortage. In response, new subdivisions began to spring up all over the city late in 1925. These included Cherokee Hills, Country Club Estates, Crestview, Melrose Park, Talaflo Terrace, College Villa, and Los Robles. Many of these developments were backed by Chicago investors.

Advertisements for the new subdivisions stressed their convenient locations near Tallahassee's business district, or emphasized their high class, estate-like suburban settings. Most had restrictions to insure high quality construction. Expensive developments were so numerous that in April 1926, the secretary of the local Chamber of Commerce issued a plea for someone to develop modest, rental property for young families and individuals with lower incomes: "Very few homes are being built, and the tendency is not to build at less than from \$5,000 to \$10,000 on a lot that costs \$1200 to \$2200. . . . Will not someone be the first to develop a 'bungalow subdivision' to be a colony of small homes, modern in every particular, but outside of the high priced building lot district?" One of the first subdivisions ready for house building was College Villa. In April 1926, it was announced that the utilities and landscaping were completed. Advertisements for College Villa seemed to address some of the Chamber of Commerce's concerns by emphasizing that the houses were moderately priced, and had sensible restrictions.

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In spite of this flurry of activity, Tallahassee and the region were not dependent on such development for a stable economy. At their November 1925 meeting, the members of the Tallahassee Real Estate Board stressed that Florida's climate was its greatest asset, something that would remain whether there was a boom or not. They also recognized the potential of the rich agricultural lands throughout the region as targets for farming, rather than housing developments. When the Florida Land Boom collapsed in 1926, therefore, the economies of North Florida's communities were not destroyed as they were in so many South Florida towns. Development slowed, but Tallahassee, with its economic strongholds of agriculture, government, and education, remained solvent and comparatively prosperous.

## LOS ROBLES

The area of Los Robles was originally part of the Lafayette Land Grant, given to the Marquis de Lafayette in appreciation for his aid to the American colonies during the American Revolution. It changed hands several times. In the early twentieth century, it was known as the Rainey Plantation until it was sold to the Tallahassee Lumber Company. During the summer of 1925, it was sold to William Lee Popham through the realtors, Mackintosh & Dawe, and then later to Leon F. Lonnbladh who intended to make the land available to northern farmers in twenty to forty acre tracts. With this in mind, it was surveyed by the engineering firm of Armes & Winthrop.

In mid October 1925, however, the 1200 acre tract was purchased by William H. Gilley, a Chicago manufacturer, who intended to develop it as a residential development known as "Tallahassee Highlands". At the time, it was reported that it was the "largest suburban subdivision project ever launched in Tallahassee and marks [sic] the beginning of such real estate activity as has been enjoyed in south Florida. It foretells a Greater Tallahassee. A very active advertising campaign will not only serve to sell the lots but also make Tallahassee much more widely known as a place for winter homes as well as all-the-year-round residence."

By early 1926, plans for the area changed again, when Leon Lonnbladh and A.E. Thornton purchased thirty-seven of

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the 1280 acres between Meridian and Thomasville Roads to develop as their own residential area. Leon F. Lonnbladh was born in Sweden on December 7, 1877. He was graduated from the University of Boras, Sweden with a degree in civil engineering, and came to the United States in 1901. He was the chief engineer with the Tennessee Central Railroad, and then the Missouri, Kansas, and Texas Railroad until he retired in 1924. He came to Tallahassee that year to survey the possibility of building a rail line from Tallahassee to Tampa. The railroad was never built, and Lonnbladh became involved with property development instead. He died in Tallahassee, December 13, 1952.

Albert Eugene Thornton was born 1886 in St. Louis, Missouri, and grew up in Marietta, Georgia. He moved to Tallahassee from Etowah, Tennessee, in 1925 and became involved in land development. He later became president of the Capital City Lumber Company. Thornton died in Tallahassee on June 11, 1971.

Inspired by Coral Gables, Lonnbladh and Thornton sought to emulate the successful South Florida development near Miami, and named their subdivision "Los Robles", the Spanish words for "The Oaks" because the area had many large oak trees, draped with Spanish moss. Like Coral Gables, the subdivision was to have a Mediterranean theme. Thornton, acting as sales agent for Los Robles, employed MacIntosh & Dawe to market the subdivision. Daily advertisements began to appear in the local newspapers on February 19, 1926, and a brochure was published.

Planning was an important feature of the subdivision. Ads with maps of the proposed subdivision read, "As this plan is drawn, so will 'Los Robles' be built; along orderly lines, masterfully built for immediate beauty and long substantial satisfaction." Although Los Robles was only a subdivision, and not a full-fledged suburb, its developers made the grandiose claim, "Los Robles is to Tallahassee what Coral Gables is to Miami."

Lonnbladh's and Thornton's subdivision was located just outside the Tallahassee city limits, one mile from Tallahassee's downtown. The venture reflected the feeling of prosperity as well as the rise in the use of the automobile. At a time when many areas of town had only dirt

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roads, the developers planned to have paved streets, sidewalks, and landscaping between the sidewalks and curbs. Other modern conveniences would include water, electricity, and natural gas service.

One hundred thirty-five lots were put up for sale in 1926, with prices ranging from \$1200 to \$4000, depending on the location of the lot. The developers imposed building restrictions for "high class development". These restrictions called for all exterior walls to be constructed of concrete, hollow tile, brick or stone, and all exterior surfaces to be stuccoed except those of brick or stone. Frame structures would have to be stuccoed or brick veneered. The brochure indicated that grading of the streets and drives was completed, and concrete sidewalks, water mains, and high pressure gas mains were already contracted. A landscape gardener would be available to give advice, and a "competent architect" would be selected to review plans for buildings to ensure that they would be "of suitable and harmonious design or type of architecture."

Historic Significance:

The entry gate to Los Robles was the first structure built in the subdivision, and it was clearly designed to establish a Mediterranean theme. The promotional brochure noted: "The entrance to this beautiful community of homes is to be marked with an artistic arch of unusual design and coloring -- bearing the crest of Los Robles." The brochure opened to a rendering of the Mediterranean Revival style portal (Figure 1).

The gate was designed by civil engineer George Kerr Armes. Lonnbladh and Thornton had hired Armes, one of the original surveyors of the property, to draw up the plans for the subdivision. Armes was born in Stockton, Texas, October 7, 1878, the son of Colonel George A. Armes and Lucy Hamilton Kerr. He was educated in the public schools of Washington, D.C., and received a special scholarship to the Georgia Institute of Technology. He moved to West Texas in 1898, but fought in the Spanish-American War that same year. After the war, he became a field assistant for the U.S. Geological Survey, and later worked with the Tennessee Coal Company and the L & N Railroad as a resident engineer, and later as chief engineer of the Birmingham & Lineville

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Railroad. Armes moved to Florida and became an engineer for Walton County, in the North Florida Panhandle. He later became the Divisional Engineer for the State Road Department, and on July 20, 1920, was commissioned a member of the State Board of Engineering Examiners. He served as its president 1920-1921. Armes died in Tallahassee on August 30, 1934.

By February 10, 1926, the foundations of the gate were being dug and the subdivision's sidewalks were laid out. As constructed, the gate is identical to that depicted in the brochure. It provided a monumental main entrance and reflected the desire to establish a well designed, attractive neighborhood.

Although the restrictions did not specify the exclusive use of Mediterranean Revival style architecture, it is clear that Lonnbladh and Thornton had such a development in mind. Throughout the promotional brochure are illustrations of Mediterranean Revival style buildings, and the design guidelines reflected a preference for stucco finishes. The street names, Fernando and Cristobal Drives, Isabel Court, and Ponce, Cortez, and Desoto Streets, also reflect the Mediterranean theme.

Despite the high aspirations of Lonnbladh and Thornton, Los Robles did not develop as planned. Only eight buildings were constructed in Los Robles prior to 1930, with four of the houses constructed in 1927 being of frame construction without stuccoing. The Los Robles Gate (1926), the Tallahassee Woman's Club at 1513 Cristobal Drive (1927), and the DeGraff House at 320 Cortez Street (1927) were the only properties constructed in the style originally envisioned. The restrictions on construction materials were never enforced, and lots sold for considerably less than noted in the brochure. From 1930 to 1934, only twelve houses were constructed, another twenty-nine were built from 1935 to 1939, and the last twenty-nine were built between 1940 and 1955.

Los Robles was slow to develop for several reasons. Tallahassee responded to its housing shortage with a proliferation of subdivision development. Los Robles was considered the most prestigious of the developments, but its prestige could not successfully compete with the

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practicality of the lower priced, less restrictive, and more conveniently located developments, such as College Villa and Cherokee Hills, which were nearer the downtown area.

Another factor was that the Los Robles promotional materials appeared to be intended to attract northerners to Tallahassee. The brochure predicted that Tallahassee's growth would make the city a gateway to Florida and one of the largest cities in the state. It emphasized easy access to Tallahassee and Los Robles from northern states via the Dixie Highway, part of which ran alongside the subdivision. South Florida was advertised as a winter playground, but Tallahassee was promoted as a "year-round playground -- the ideal spot in which to build a home and enjoy life at its best." This promotional campaign, however, was never fully developed, for only one brochure is known to have been published, and only a few newspaper advertisements ever appeared in the Tallahassee newspapers. Most of the homes built in Los Robles were built by Tallahassee residents.

Finally, Los Robles was initiated just months before the collapse of the Florida Land Boom. Tallahassee's bankers were very conservative, and slow to extend loans for home building. Such policies kept Tallahassee from being drastically affected by the bust. The city was shaken, along with the rest of the country, by the stock market crash of 1929, though, and residential development ground to a halt. Numerous Los Robles houses were left half completed until the second half of the 1930s.

Despite a resurgence in the late 1930s, only half of the subdivision development was completed prior to World War II. Nevertheless, the Los Robles Gate continued to reflect the intentions of the developers to create a Mediterranean Revival style neighborhood, and still serves its original function as the main entrance and symbol of the subdivision.

Context for Criterion C:

New styles and techniques in architecture were seen throughout Florida during the 1920s Land Boom as planned communities and developments sought to create exotic paradises. Florida was advertised nationally as a "Tropical Paradise". Planned communities flourished, and counties saw their populations explode. Utopian communities borrowed

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from exotic locales to create thematic cities such as Opa-Locka and Coral Gables in Dade County. Gateways, faithful to a theme, or sometimes just fanciful creations, often marked the entrances to these new developments.

Moorish, Spanish, Northern Italian, Pueblo Indian, California Mission, Middle Eastern, Chinese, French, and English style elements were used with sometimes surprising results in the new developments. George Merrick chose Mediterranean Revival, with its Spanish elements, as the predominant style for his Coral Gables development. Some of the most distinctive architectural features of his City Beautiful are the four grand entrances: the Douglas Entrance known as La Puerta del Sol, Granada Gate, the Commercial Entrance, and the Country Club Prado Entrance. These gates, in keeping with an Old World theme, emulated old Spanish city walls.

The Mediterranean Revival Style generally refers to a style derived from a combination of architectural elements borrowed from countries and cultures surrounding the Mediterranean Sea, primarily Spain and Italy. This practice became popular in the late 1910s as part of the increased interest in historical styles and architecture. Interest in such styles was especially fostered by the Panama-California Exposition in San Diego in 1915. The style, so suitable for Florida's Mediterranean-like climate and Spanish history, became extremely popular in Florida and is closely associated with the Florida Land Boom of the 1920s.

General design characteristics include features taken from the Mission, Spanish Colonial Revival, and the Italian Renaissance styles: low pitched, clay tiled, gabled, hipped, or flat parapeted roofs; stucco exteriors with terra cotta decorative features; and multi-level plans. The walls may be decorated with cartouches, tile, and terra cotta insets. Arched windows with wrought iron grilles are common.

Architectural Significance:

The Los Robles Gate is locally significant architecturally as the city's only 1920s subdivision gate, and one of the few known to remain in North Florida. It is

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also one of Tallahassee's few examples of 1920s Mediterranean Revival style architecture.

The Los Robles Gate represents the efforts of North Floridians to emulate South Florida's successful land developments of the 1920s Land Boom. Coral Gables, mentioned repeatedly in the Los Robles brochure, served as inspiration for Los Robles, and there is a striking similarity between the Los Robles Gate and Coral Gables' Commercial Entrance, completed in 1924. The Los Robles Gate is one of only three identified subdivision gates remaining in North Florida. The others are: the San Jose Estates Gatehouse in Jacksonville (1925, NR 1988) and the Golfview Stone Gates in Gainesville (1926). Both the Los Robles Gate and the San Jose Estates Gatehouse are in the Mediterranean Revival style. Only one of the original San Jose gatehouses remains, however, whereas the Los Robles entry is intact as originally designed.

The Los Robles Gate is also significant as one of the few examples of the pre-World War II Mediterranean Revival style in Tallahassee. Despite the popularity of this style in South Florida, its use was never widespread in Tallahassee. Other examples of the Mediterranean Revival style's use or influence in Tallahassee include only: the Tallahassee Woman's Club (1927, NR 1987) and the DeGraff House (1927) in Los Robles, a few other homes scattered throughout the city, Leon High School (1936), the Caroline Brevard School (1925, NR 1987), and the Federal Correctional Institute (1938).

LE715

## 9. Major Bibliographical References

PLEASE SEE ATTACHED CONTINUATION SHEETS

### Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

☒ See continuation sheet

### Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: \_\_\_\_\_

## 10. Geographical Data

Acreage of property Less than 1 acre

### UTM References

A 

1	6	7	6	1	4	7	0	3	3	7	2	5	4	0
Zone		Easting				Northing								

C 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B 

Zone		Easting				Northing								

D 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

☐ See continuation sheet

### Verbal Boundary Description

Parcel Number 112, Section 55500-2601, "ParkArea" shown in "Block A" of Los Robles Subdivision, as per plat recorded in Plat Book 2, page 19 of the public records of Leon County, Florida, also "Park Area" shown in "Block D" of Los Robles Subdivision, as per plat recorded in Plat Book 2, page 19 of the public records of Leon County; containing 0.20 acres, more or less, in the west 1/2 of NW 1/4 of Section 30, T-1-N, R-1-E, Leon County, State of Florida.

☐ See continuation sheet

### Boundary Justification

The boundary includes the parcel of land, including that portion of Fernando Drive, that has historically been associated with the gate.

☐ See continuation sheet

## 11. Form Prepared By

name/title Barbara E. Mattick/ Historic Sites Specialist

organization Bureau of Historic Preservation date August 1989

street & number R.A. Gray Bldg., 500 S. Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

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National Park Service

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# United States Department of the Interior

TAKE  
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AMERICA

## NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO:

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places. For further information call 202/343-9542.

SEP 29 1989

### WEEKLY LIST OF LISTED PROPERTIES

9/18/89 THROUGH 9/22/89

KEY: Property Name, Multiple Name, Address/Boundary, City, Vicinity, Certification Date, Reference Number, NHL status

#### ARIZONA

##### Pima County

Speedway--Drachman Historic District

Roughly bounded by Lee St., Park Ave., Speedway Blvd., 7th Ave., Drachman St., and 2nd Ave.

Tucson 9/21/89 89001460

#### ARKANSAS

##### Pulaski County

Rock Island--Argenta Depot

4th and Hazel

North Little Rock 9/21/89 89001403

#### FLORIDA

##### Alachua County

WRUF Radio Station, Old

Museum Rd. and Newell Dr.

Gainesville 9/21/89 89001479

##### Leon County

Los Robles Gate

Thomasville and Meridian Rds.

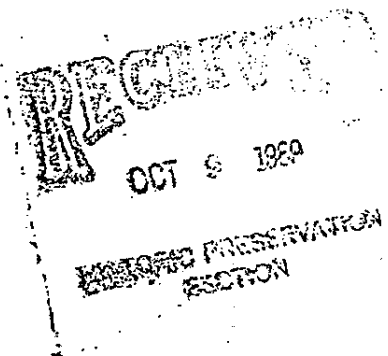
Tallahassee 9/21/89 89001480

##### Palm Beach County

Johnson, C. L., House

315 E. Sessoms Ave.

Lake Wales 9/21/89 89001481

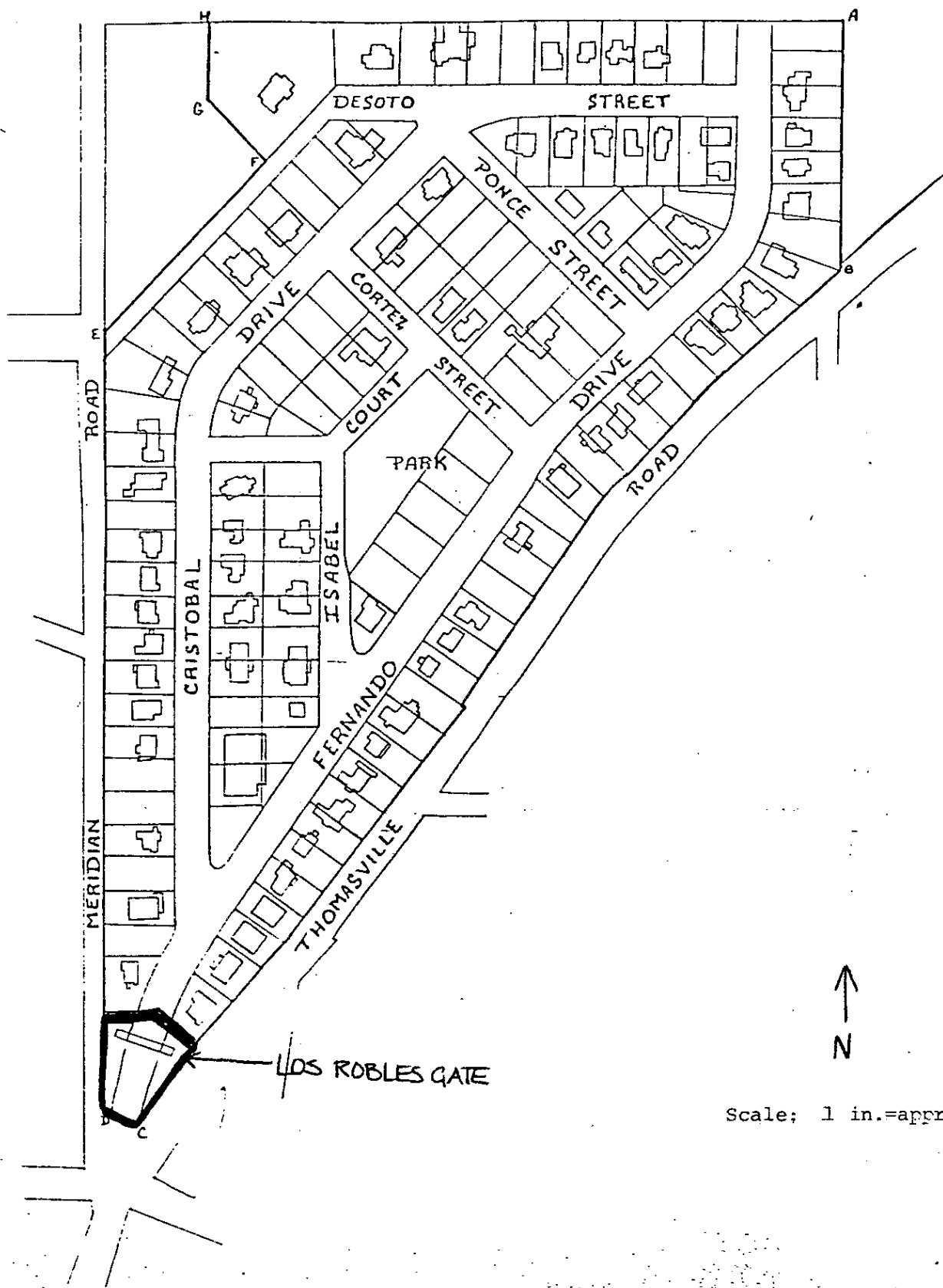


LOCATION SKETCH OR MAP

MERIDIAN ROAD

CRISTOBAL DRIVE  
FERNANDO DRIVE

THOMASVILLE ROAD



Scale; 1 in.=approx. 200 ft.

